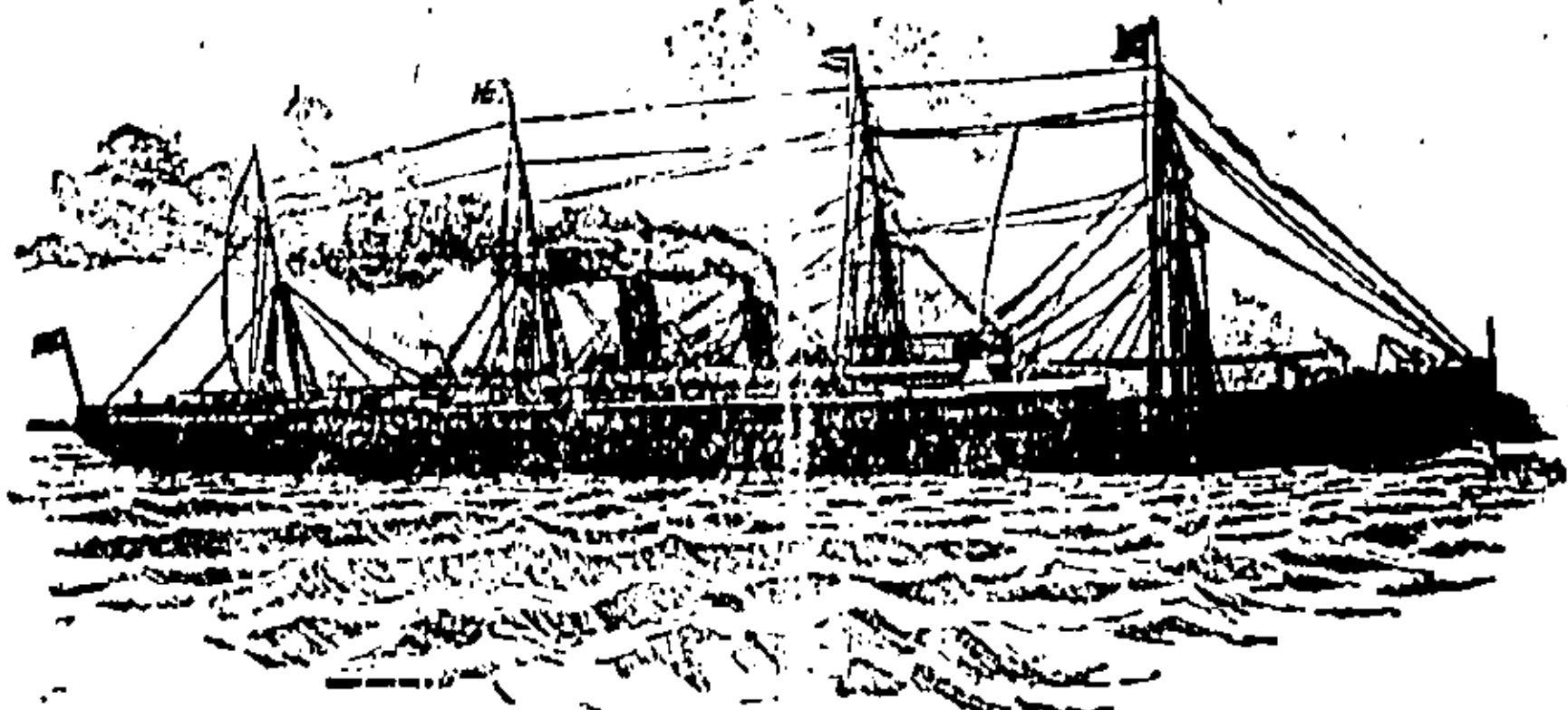


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	4,352 Gross Tons.	THURSDAY, 12th May, at Noon.
"KOREA"	11,276 "	WEDNESDAY, 25th May, at Daylight.
"GALIC"	4,205 "	SATURDAY, 4th June, at Noon.
"MONGOLIA"	"	THURSDAY, 16th June, at Noon.
"CHINA"	5,000 "	TUESDAY, 28th June, at Noon.
"DORIC"	4,784 "	SATURDAY, 9th July, at Noon.
"SIBERIA"	11,284 "	THURSDAY, 21st July, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 12th May, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Central and South America, by the Companies' and connecting Steamers.

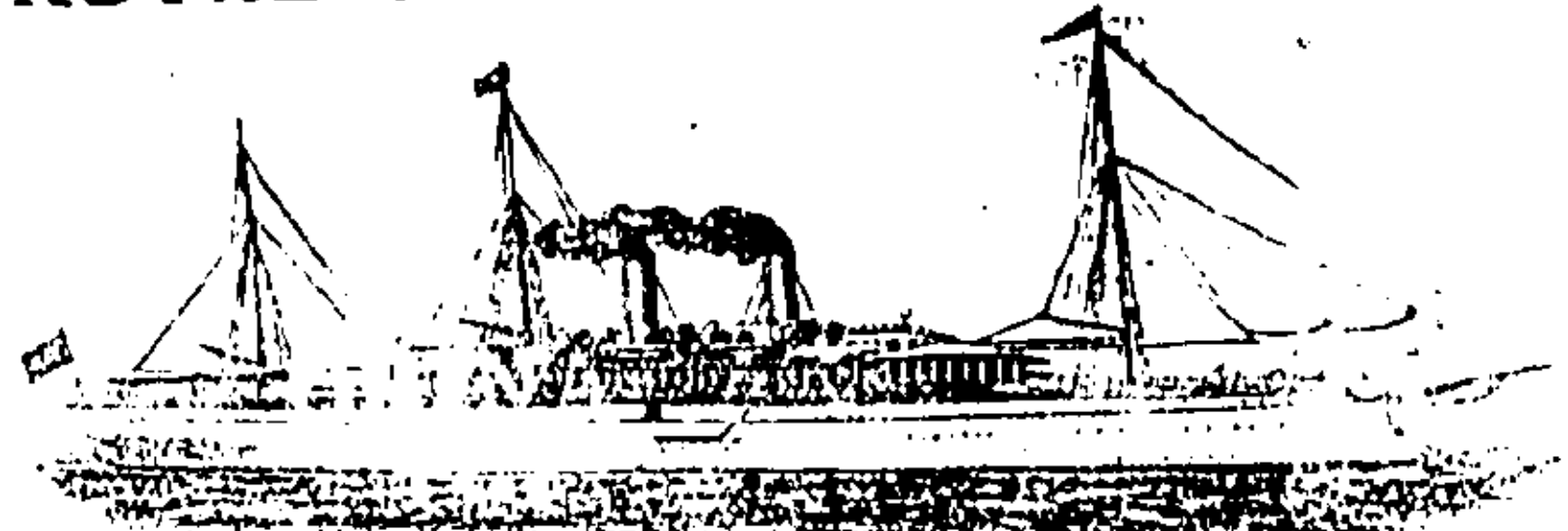
FEATURES OF THIS LINE.

The largest and staidest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-of-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 7th May, 1904.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed to Knots. PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN"	6,000 Tons.	WEDNESDAY, 11th May.
"TARTAR"	4,425 "	SATURDAY, 21st May.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 1st June.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 22nd June.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 13th July.
Hongkong to London, 1st Class	via St. Lawrence £60.	via New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail	"	£40. " £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,
9, Pedder's Street.

Hongkong, 27th April, 1904.

HAMBURG-AMERIKA LINIE.
OBTARIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARTEMISIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	12th May. Freight.
MARBURG	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG).	17th May. Freight.
STRASSBURG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	31st May. Freight and Passengers.
SEGOVIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	14th June. Freight.
NURNBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	28th June. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 27th April, 1904.

THE AMERICAN SYSTEM
OF
DENTISTRY.

DR. M. H. CHAUN,
27, DES VŒUX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 2nd January, 1904.

TSU FAN
DENTIST.

PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
50, Queen's Road, Central.
Hongkong, 5th January, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons.	Captain R. D. Thomas.
"POWAN"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,260 "	W. A. Valentine.
"HANKOW"	3,071 "	B. Branch.
"KINSHAN"	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons.	Captain H. D. Jones.
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Departures from Hongkong to Macao on week days at about 2 P.M. During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at 12.30 P.M.
Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,19 tons.	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons.	Captain J. Wilcox.
"NANNING"	569 "	C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 25th April, 1904.

JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,
3, DUNDRELL STREET,
HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA PORTS	First half of June	SHANGHAI & JAPAN	First half of June
TJILATJAP	JAPAN	First half of June	S'PORE & JAVA PORTS	First half of June
TJIMAH	JAVA PORTS	Second half of May	SHANGHAI & JAPAN	Second half of May

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,
THE HOLLAND-CHINA TRADING CO.

Telephone No. 201,
Hongkong, 10th May, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

ORIENTAL
COSTUMES AND
FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40 PATRONAGE RESPECTFULLY SOLICITED.

DRUGS, CHEMICALS, PERFUMERY,
PATENT MEDICINES, ETC.

AND
DISPENSING CHEMISTS.

ADDRESS:

FLETCHER & Co.,

THE PHARMACY,

第14, QUEEN'S ROAD CENTRAL, 法中
Hongkong.

A. STEVENSON,

Chemist.

Hongkong, 25th April, 1904.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS
AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best "THREE YEARS"
guaranteed timepiece.

QUEEN'S ROAD

Hongkong, 5th January, 1904.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

Price 50c per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1904.

THE YANGTZE INSURANCE

ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND at the Rate of Twenty per
cent being Twelve Dollars per Share,
on the Paid-up Capital of the above Association,
has been declared payable in Cash at Exchange
72 at the Chartered Bank of India, Australia
and China or the Hongkong and Shanghai
Banking Corporation, Shanghai, on and after
this date to Shareholders of record on the 11th
April, 1904.

By Order of the Board of Directors,

W. A. JACKSON,
Secretary.

Hongkong, 2nd April, 1904.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 80.5 ft.; bottom 45.8
ft. Water on blocks, 20.5 ft. Time
to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand; (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[595]

THE CHINA AND JAPAN TELEPHONE
AND ELECTRIC COMPANY,
LIMITED.

HONGKONG EXCHANGE.

SUBSCRIPTIONS.

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: \$25 Per Quarter.

NO CHARGE FOR INITIAL

INSTALLATION.

N.B.—A Special Charge is made for Lines

of more than average length.

DESK TELEPHONES.

For a small additional annual charge Desk

Sets can be supplied.

ELECTRIC SUPPLIES.

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

SWITCHES,

TELEPHONES,

WIRE,

&c. &c. &c.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical

Work.

ADDRESS: 1, ICE HOUSE ROAD.

W. STUART HARRISON,

Manager.

Hongkong, 12th April, 1904.

BUSINESS TRAINING COLLEGE.

"ELEMENTARY" SHORTHAND to
120 words a minute; completion to
corresponding speed; \$50, or by instalments
of \$5, a lesson.

"ADVANCED" LESSONS to completion
of verbatim speed, \$100, or by instalments
of \$10 each lesson.

FOREIGN LANGUAGES TAUGHT:
TRANSLATIONS MADE.

TYPEWRITING TAUGHT on all makes
of machines.

MANFOLDING, DUPLICATING, and
SINGLE TYPEWRITTEN COPIES for the
public.

MACHINES (all good makes) for sale.

EVENING CLASSES in SHORTHAND,
Typing, English, etc., Hours, 5 to 9 o'clock.
\$2 per lesson.

PUPILS attended at their own homes, or
lessons by post.

CIRCULARS post free.

WARWICK PEELE, Principal.

Hongkong (near G. P. O.),
Canton, 144 Shantien.

Hongkong, 3rd May, 1904.

[584]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 37 lbs. net \$4.75 ex Factory.

In Bags of 25 lbs. net \$2.85 ex Factory.

SHAW, TOMES & CO.,
General Managers.

Hongkong, 15th August, 1903.

[10]

CAFE RESTAURANT WEISMANN.

HAVING OPENED HIS NEW
PREMISES,

No. 34, QUEEN'S ROAD CENTRAL,
(opposite Post Office),

recommends to the Public of Hongkong.

Breakfast from 7 A.M. to 11 A.M.

Luncheon from 12 P.M. to 3 P.M.

Dinner from 5 P.M. to 8 P.M.

Meals a la carte at all hours.

Afternoon Tea a Speciality.

Special Ladies' Room and Retiring Room.

On Parle Français, Man Spricht Deutsch.

Monthly Terms for all Meals can be
arranged.

All kinds of Catering
done at Reasonable Prices.

All Orders Strictly Attended to.

Combined with the above is

THE EUROPEAN BAKERY,

where all kinds of Bread and Cakes are made
by the only European Bakers
in the Colony.

HANS WEISMANN,
Proprietor.

Hongkong, 9th May, 1904.

[602]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS,
AND GENERAL COMMISSION
AGENTS.

16, DES VŒUX ROAD CENTRAL,
HONGKONG.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HART

Intimation.

THE ROBINSON PIANO CO., LIMITED.



SPECIALISTS in "EVERYTHING MUSICAL."

Hongkong, 6th May, 1904.

Entertainment.

THE
HENRY DALLAS
MUSICAL DRAMATIC CO.

RETURN SEASON.

TWO WEEKS ONLY.

GRAND OPENING NIGHT.

MONDAY, 16TH MAY.

"KITTY GRAY."

TUESDAY, 17TH MAY.

"KITTY GRAY."

PLAN AT THE

ROBINSON PIANO Co., Ltd.

Hongkong, 7th May, 1904.

Auction.



GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 16th day of May, 1904, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND, at Hun Hom in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Registry Locality	Boundary Measurements	Contents in Square Feet	Annual Rent	Upset Price
1	Kowloon Marine Lot No. 8, By				
	Hung Hom	465 400 310 300	147,500	1,000	34,000

Hongkong, 6th May, 1904.

For Sale.

FOR SALE.

GENUINE CARDIFF AND JAPAN COAL.

Apply to

RITCHIE & Co.,

39, Des Voeux Road.

Hongkong, 22nd April, 1904.

FOR SALE.

INCANDESCENT GASOLINE LAMPS

OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, GLOBES, SHADES, &c., for

GASOLINE AND GAS LAMPS

at the most moderate prices.

Lamps fixed up for

Buyers free of charge.

Napththa of the best

kind kept in stock.

TAI KWONG CO.,

55, Lyndhurst Terrace.

Hongkong, 2nd May, 1904.

Intimation.

WHAT IT WILL DO.

A woman buys a sewing machine for what it will do; not as an article of furniture. A man carries a watch to tell him the time; not as an investment of surplus capital. The same principle when one is ill. We want the medicine or the treatment which will relieve and cure. The friend in need must be a friend indeed—something, or somebody, with a reputation, with a good record, with a history that justifies our confidence. There should be no guesswork in treating disease. People have the right to know what a medicine is, and what it will do, before they take it. It must have behind it an open record of benefit to others for the same disease—a series of cures that proves its merit and inspires confidence. It is because it has such a record that

WAMPOL'S PREPARATION

is bought and used without hesitation or doubt. Its Good Name is the solid basis for the faith the people have in it; and a good name has to be earned by good deeds. For the purposes for which it is commended it is honest, true and practical. It does what you have a right to expect it to do. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In Scrofula, Anemia, Nervous and General Debility, Influenza, Blood Impurities and Wasting Complaints, it is to be thoroughly relied upon. Dr. J. L. Carrick says: "I have had remarkable success with it in the treatment of Consumption, Chronic Bronchitis, Catarrh and Scrofulous Affections. It is of special value in nervous prostration and depraved nutrition; it stimulates the appetite and the digestion, promotes assimilation, and enters directly into the circulation with the food. I consider it a marvelous success in medicine." Every dose effective. "You cannot be disappointed in it." Sold by chemists.

WAR IN HISTORY.

[BY KANZO UCHIMURA.]

In History as in Nature, Peace is by far a greater factor in the advancement of the race than War. No nation has ever prospered by war alone. The ancient Scythians were simply warlike people, terrible in war, but in nothing else. They came as a storm, and as they swept over Western Asia, Assyria itself was not able to withstand their fearful onslaught. But as a storm they spent themselves in devastation. They conquered only to die.

Warlike Assyrians were never such permanent conquerors as comparatively peace-loving Babylonians. Athens was no equal of Sparta on the field of battle, but it was, after all, the former that conquered the world. The valour of Attila and Genseric vanished like a mirage, because they knew not how to till and build. Dutch were greater in fighting with the North Sea than with Spaniards; and so they overcame, and still survive. And the greatness of the Anglo-Saxons, with all their hypocrites and latent paganism, lies in their ability to handle the axe and plough. The Anglo-Saxon farmers are the mightiest conquerors on the face of the globe. French and Germans can beat them on the battlefield, but not in African jungles and American prairies. Englishmen are possessing the earth more by the might of their axes and ploughs than by that of their cruisers and battleships. With the latter alone, they will soon degenerate into a nation of pirates, as Turks with their superb army alone are like to be a nation of bandits.

Then there are Jews, who since their conquest by Vespasian and Titus, have never had an army or a navy, still holding their honourable place among the civilised nations, making the whole world their home, because they have no country to call their own. Wholly defenceless, and ignorant of the science of war, through their Finance, Philosophy, Music, and Literature they rule the world. Ten millions of Jews are a power to be reckoned. No number of Kishineff massacres can obliterate Jews from the face of the earth. They will continue to exist and prosper long after the Jingo nations of to-day cease to be.

Vanquished Poles were not vanquished after all. Though Warsaw fell, the Polish spirit still lives; and now that the Muscovites are busy with their factories, Poland is now literally invading Russia with her manufacturing industries. Her Kosciuskos have now turned captains of industry—a sure sign that Poland is regaining her true independence. Only that nation falls for ever which knows not how to work honestly.

Whatever might be said of the philosophy of the Christian Religion, there can be no doubt whatever that its unique vitality is due very largely to its strict peace-principle. If war were to decide the victory, Mahomedanism would have supplanted Christianity long, long ago. War is an alien element in Christianity. No "Defender of the Faith," be he an Oliver Cromwell or a Joseph Chamberlain, ever did any service to promote the true cause by taking up the sword in its defence. Christianity is strong when it is weak. It loathes to be "defended" by a king or a tsar. Itself is a mighty power to overcome the world, and the sword can bring to it nothing but dishonour and discomfiture. Tertullian was right when he said, "When the Lord deprived Peter of the sword, he disarmed all." The fighting spirit can never be of Christianity. Those who imagine that they do Christ service by fighting, imagine the very opposite of the truth. War may be right and just by some other principle, but not according to the Gospel of Jesus Christ. And the history of the progress of this religion of non-resistance appears to me to be the best possible proof of the truth of its own great

teaching that "the Meek shall possess the earth."

War may have had its place in the evolutionary process of mankind thus far; but the time has come already, I believe, when its usefulness is reduced to a minimum. Thus far, progress may have been through "killing and destruction," but the new era has opened with the new century, when the march of events leads through "saving and producing." The new weapons of warfare are not lyddite guns and submarine torpedo-boats, but steam-ploughs and 11,000-ton traction engines. To conquer Nature. The conquest of arms is like the destruction caused by an avalanche of snow; it passes on and its place man knows no more. Conquerors are but mere policemen, safeguarding the life and property of the conquered, who with their peaceful industry are the real masters of the land. So the Wise no less than the Pure shall refrain from war at this time of human progress. Whatever we can possess, we can possess by patience and industry. In the eyes of the far-seeing philosopher, blood-shedding is an utter foolishness; and he, in the name of Practical Utility, as the saint in the name of the Pure Morality, cries to his followmen and says: "Put up again your swords into their places."

TSUNOHADZU, Tokyo.

MEN OF THE HOUR.

A Sevastopol correspondent states that Admiral Skrydloff has been appointed to command the Baltic Armada which is to be sent to the Far East later in the year to deal with the Japanese fleet. This appointment has long been expected, as Admiral Skrydloff is beyond question the ablest sailor in the Russian service, and there was clearly no reason for his retention in the Black Sea. Born in 1844, Admiral Skrydloff distinguished himself for the first time in the Russo-Turkish war, when he gained the highest military distinction in the gift of the Tsar, the Cross of St. George. He represented the Russian Navy at the opening of the Kiel Canal, and also at the Diamond Jubilee of the late Queen Victoria in 1897.

General Mitchenko's name has already cropped up more than once in General Kurapatkin's despatches, and will probably be heard much more of in the future. The following details of his career are, therefore, to the point:—He is 41 years old, and entered the army in 1869. He took part in the Russo-Turkish war in 1878. In the campaign of 1900 against the Chinese Boxers he commanded the Russian advance-guard in Manchuria. He is understood to stand very high in General Kurapatkin's estimation.

Vice-Admiral Stark, former commander of the Russian Pacific Squadron, has received the Order of St. Vladimir of the Second Class, with swords, and Rear-Admiral Prince Ukhtomsky the Order of St. Stanislas of the First Class, with swords, in recognition of the able defence made by them on the occasion of the attack by Japanese torpedo-boats at Port Arthur, and of their conduct during the fighting on the following day. The order of St. Vladimir of the Third Class has been conferred upon Captain Reitzenstein for the excellent manner in which he had commanded the Wladivostok squadron.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSSON & Co.

Hongkong, 29th May 1904.

Intimations.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive order for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing (Linen's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1904.

SAVARESSE'S SANDAL CAPSULES
Most made of (Santalum) most efficacious, because absolutely pure Englist Oil.
Full directions. All Chemists. Insist on Savarasse's.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than Ten CENTS (10 CTS.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1903.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong

THE leading English Newspaper in China. Also widely circulated in Japan, Coochin China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week.....	\$ 2.85
One month.....	7.20
Two months.....	13.00
Three ".....	20.00
Six ".....	37.50
Twelve ".....	73.00

No charge less than one dollar.

Discount allowed on—	
3 Months Contracts.....	5 per cent.
6 ".....	10 "
12 ".....	25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages at each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the *Hongkong Telegraph* Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LTD.

1, Ice House Road,

Hongkong.

HONGKONG METEOROLOGICAL

SIGNALS

A NEW CODE.

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows:—

A cone point upwards indicates a typhoon to the North of the Colony.

A cone point upwards and drum below indicates a typhoon to the North-East of the Colony.

A drum indicates a typhoon to the East of the Colony.

A cone point downwards and drum below indicates a typhoon to the South-East of the Colony.

A cone point downwards indicates a typhoon to the South of the Colony.

A cone point downwards and ball below indicates a typhoon to the South-West of the Colony.

A ball indicates a typhoon to the West of the Colony.

A cone point upwards and ball below indicates a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H.M.'s Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—

Joint Cable Companies' Office.

Ferry Company's Pier, Ice House Street.

Blake Pier.

Post Office.

Harbour Office.

Ferry Company's Pier, Kowloon.

WEATHER-FORECASTS and STORM-WARNINGS are exhibited on the above boards daily about 11 a.m., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL REGISTER is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with Remarks, Weather forecasts, and information regarding the existence and movements of typhoons based thereon.

SPECIAL INQUIRIES.

Masters of vessels or their agents may, whenever necessary, call at the Telegraph Company's Office in Connaught Road and send telegrams to the Observatory asking for special information without charge. Such inquiries may also be sent from the Police Station at Kowloon Point which is connected with the Observatory by telephone.

THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

F. G. FROO,

Acting Director.

Hongkong, Observatory, 2nd January, 1904.

THE WAR.

VLADIVOSTOK.

[By ANGUS HAMILTON.]

The extraordinary dash which characterises the Japanese forces may, any day, threaten the safety of that wonderful fortress on the Pacific, Vladivostok. Russians have described Vladivostok as the key of the Pacific. I believe that a literal translation of the name gives the title Sovereign of the East to the place upon which the Russians have lavished millions and millions of roubles. Vladivostok is pre-eminently a fortress. The interests of the Army and Navy centre there and around the fortunes of these two services the place has sprung up. It is also the chief town of East Siberia; in fact, it may be said to be the most important seat of Russian influence in the Far East. It is so much more formidable than Port Arthur, so much more magnificent than Dalny, so much larger than Khabarovsk, and it possesses such an admirable harbour, that it is not surprising that the Russians regard the town and its surroundings as the hub of Greater Russia in the East.

The town is situated on the slopes of a high ridge forming a tapering peninsula which project into an irregular land-locked bay. The entrance is commanded by Russia Island, where there is an important fort, and innumerable small islets, on which, too, the general scheme of the fortifications is also carried out. Again, round the crests of the land-locked harbour, stretching for miles to the eastward and known as the Golden Horn, there are other continuous chains of earthworks and defensive positions. The lofty hills on the north-west protect the port from the land side, and in the deep water of the Golden Horn, which is four miles long and half a mile in width, ships ride safely at anchor, free from the menace of attack and beyond the reach of the weather. The guns mounted on the hills are plainly visible from the water in a number of places, while, in curious contrast to the smiling muzzles of these pieces of artillery are the clusters of suburban residences which are scattered about the hillside, even descending in places to the level of the water.

The main street runs east and west through the business quarters and across the railway track to Amur Bay, and east past the Government buildings. The main street, Svetlanskaya, named after the frigate upon which the Grand Duke Alexs visited the port in 1873, follows the curve of the Golden Horn. Lying between the street and the shore on rising ground, are the residences of the Commandant of the Port, the public gardens, the Admiralty gardens, the museum of the Geographical Society, the residence of the Governor of Primorsk, the grounds of the Maritime Club, the native bazaars, and the steamboat quay. At one point there is a magnificent granite monument surmounted by a bronze globe, on which perches an eagle with outstretched wings. This monument commemorates the memory of Admiral Nevelski, who made several voyages in the East in the early fifties. On the north side of the street there is the cathedral of the Holy Virgin, and there are also the offices of the Municipal Council, the Post and Telegraph Bureau, and the railway station.

The Svetlanskaya is crossed by the Aleutskaya, and the point at which these two streets intersect is the commercial centre of the town. The main street is well paved with granite, and it is efficiently drained. The sidewalks are raised and asphalted, the houses—offices or public buildings as they may be—are imposing and lofty structures of brick. The pretensions to architectural beauty which Vladivostok boasts come to those who know Siberia and the untidy wastes of the towns there as a pleasing contrast.

Labour in Vladivostok is native—Chinese, Korean, or Japanese, the Russian authorities finding that greater efficiency is procurable at the hands of these workmen than is the case when the work is given over to Russians. There is, therefore, a very large native population, alien to Russian authorities, but contented, peaceful, and industrious. This section of the population not only supplies the labour market, but controls a large proportion of the trade which makes Vladivostok its centre. The trade of Vladivostok is comprehensive. Its imports include most of the products of the west, while its exports are characteristic of its position and quite local as regards their destination. As a commercial centre Vladivostok is superior to Dalny, although the wonderful city which is in process of completion in the vicinity of Port Arthur threatens one day to eclipse its northern sister.

There is a very cosmopolitan population in Vladivostok, made up of adventurers from all climes: English, French, German, and American business men from the west, and a sprinkling of pretty women from San Francisco. Upon the whole, it is a motley, uninviting community, to which the principles of morality are strangely wanting. However, the days speed merrily enough in Vladivostok; there is no little social gaiety, and although the place is a military and naval centre, there is little harshness of discipline and much good feeling. The country round Vladivostok is bare and hilly; there is no timber, yet, excluding the reservations given over to the military authorities, it is quite possible to enjoy sport in the immediate vicinity of the harbour. The authorities offer few obstacles to such means of recreation. Indeed, they welcome the stranger with a frank and open hospitality so long as he preserves discretion, exercises tact, and conceals his camera. The camera and curiosity are at the root of any trouble which occurs in Vladivostok.

JAPANESE ARMY PRIZE COURT REGULATIONS. The Army Department has issued the following regulations relating to the adjustment of matters connected with prizes of war:—

ART. 1.—The prizes referred to are the usual seizures made in connection with the war according to the recognised practices of warfare. The Commander referred to in these regulations is the Commander or others called upon

to take command under the administration of the Emperor.

ART. 2.—Prizes shall be sent to the Army Department by the Commander, except under special circumstances and instructions from headquarters. The Minister for the Army Department has the superintendence of all matters relating to the justness and general arrangements in connection with the prizes.

ART. 3.—The Commander, should necessity arise, may deal arbitrarily with the prizes seized, may make use of them, or destroy them without regard to Art. 2. In the event of an independent officer or others having no time to communicate with the Commander in regard to prizes seized by the men under him, such independent officers are empowered to act on their own responsibility.

ART. 4.—In the event of the capture of prizes by a martial force, proper means must be taken for the due protection of such prizes, and those in charged must wait for the commands of the chief officer. Such prizes may, however, be sent direct to higher officers according to the conditions under which the capture is made.

ART. 5.—When prizes are seized the incidents relating to the seizure must be reported in relation to the higher officers, who shall in turn report to the Commander, upon whom devolves the duty of reporting to headquarters. Should the prizes be turned to practical use, should they be destroyed, or should their whereabouts become unknown the facts must be similarly reported.

ART. 6.—On the receipt of reports at headquarters, information shall be furnished to the Army Department.

ART. 7.—In the event of the Army Department receiving prizes under the circumstances provided for in Art. 2, information to that effect shall be furnished to headquarters.

ART. 8.—In the event of the Imperial Headquarters referred to in these articles not being established, the duties shall be undertaken by the Headquarters Staff.

THE TRANSPORT OF RUSSIAN TROOPS.

As the Russian Press has raised the question of providing warmer clothing for the soldiers that are being sent out on the long railway journey to the Far East, an article in the well-known military journal, the *Russki Invalid*, describes the arrangements which are being made by the authorities to ensure, so far as is possible, the comfort of the soldiers en route. The general public knows but little of the way in which troops are conveyed, and it is often supposed that in winter the men are huddled together in unheated goods waggon—and that they have to suffer hunger and cold while on their journey. When the troops embark on a train, or when the military train passes through a station, the curious spectators see only for the most part the red-painted goods waggon, the windows of which are filled with the high fur caps of the soldiers, but it does not occur to the onlookers that the interior of the wagon is by no means the same as that of the ordinary goods wagon. In the first place, the sides and the floors of these transport-waggons are covered with felt, and are also double-boarded; they have iron stoves and glass windows. Then, the waggon are fitted with moveable benches, which, by a very simple arrangement, can be altered at night so as to form thirty-two sleeping-berths, on which the men can lie at full length.

During the day soldiers sit round the stoves. As a rule forty men, or eight horses, are carried in each wagon. Of course these waggon are by no means *waggons de luxe*, but they are warm and they permit the soldiers to move about. Moreover, everything is done to provide for the soldiers' comfort and wants; thus, at every second station the soldiers can be supplied with boiling water for making tea, and for this purpose the railway stations are fitted with huge kettles containing about fifty gallons. Every day the soldiers must receive warm food containing three-quarters of a pound of meat, and the chief of the company is responsible for the food being good. Most of the military trains comprise also ordinary goods waggon, which contain a kitchen, so that it is possible at all times to provide the soldiers with boiling water or with hot porridge. Every wagon carries firebricks to be used in case of an outbreak of fire, and the oldest soldier has to see that the wagon is kept clean and warm. Every train carries from 200 to 300 shovels, which can be used when a snowdrift bars the progress of the train. During the transport various places are fixed upon beforehand, and at these places one day's rest is given both to the men and to the horses on sanitary grounds, and then the wagon is cleaned thoroughly. A surgeon and a male nurse accompany every train. Thus, if the regulations are observed, it appears that there is not so much truth in the reports of the Russian soldiers dying from cold and hunger while being conveyed by rail to the Far East. The waggon are warmed to 66 degrees, Fahrenheit, and even to a higher degree, and the soldiers are supplied with food and tea in a way which many a third-class passenger may well envy. But, Russian officials are negligent, and the general public knows only too well how great can be their carelessness. The article referred to may hold good of military transports in European Russia; but, in the Far East, it is more likely that rough and ready methods will be used under the stress of war.

FORTS NEAR PORT ARTHUR.

Mr. Ernest Brindle, a special correspondent of the *Daily Mail*, recently cabled the following important intelligence:—A new fort is being built to the east of Lao-ti-shan Light-house, as a present the Japanese are improving from the Russian fire when behind this coast. The hills around Port Arthur are a net work of wire fencing and pikes, with the object of checking the advance of the Japanese if they land. The number of sidings at the railway station has been increased, and 700 cars are in readiness in case of retreat. Extensive damage has been done to the western forts which are now silent. On the east the fire of the Japanese guns has put out of action one of the forts.

PORT ARTHUR REFUGEE.

ENGLISHMAN ESCAPES TO SINGAPORE. Since the war began there has been no lack of information regarding the social conditions prevailing in Japan. The war correspondents have been strictly forbidden, it is true, to expatiate on military matters, with the result that to earn their salt they have overloaded us with descriptions of Yokohama and Tokyo, the people, customs and manners of Japan *ad infinitum*. But how do matters stand in Port Arthur? The silence of the grave hangs over the inner affairs of that citadel. Occasionally a glimpse has been afforded in a stray telegram of the prevailing conditions there, but it has not been at all satisfactory. On Saturday, an Englishman, speaking with a strong American accent, and bearing the evidences of hardship and privation, arrived at Singapore from Port Arthur. He was connected with an Anglo-Russian firm whose headquarters are, or at any rate were, in Port Arthur and as he may return some fine day to that salubrious spot "when the Japs cease from troubling and the Russians are at rest" he desires to remain *inco*. But he gives some vivid accounts of his experiences "up north."

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THE OIL SHIP FIRE.

"VOLUTE'S" ENGINE ROOM BURNED. Full particulars of the fire on the oil ship *Volute* are to hand this morning, says the *Singapore Free Press*, May 4. The steamer left the wharf at Pulau Bukom at 6 a.m. and Pilot Snow left her at 7 o'clock, and shortly after this, when just beyond the Sultan Shoal Light-house, it was discovered that the stokehold was on fire. The *Volute* burns liquid fuel so it was no use trying to put out the fire with water, and Captain Halliday batted down the hatches to try and smother the flames, but this only kept the fire in check. Meanwhile H.M.S. *Talbot*, which was cruising in the vicinity, sent an offer of assistance, and the steamer *Trigona* of the same line, which was entering the Port stood by to render aid if necessary. The tugs *Sunda* and *Mercury* then arrived, and it was decided to try and smother the fire by injecting steam into the stokehold. This was done and by four o'clock in the afternoon the outbreak was completely extinguished. An examination of the engine room was then made and it was found that the engines had been damaged and the stokehold almost gutted.

The *Volute* was towed into Keppel Harbour this morning, and after her cargo of oil had been discharged she will be surveyed and docked.

THE TIBET MISSION.

(Rangoon Times Service.)

Chalu (Tibet), 20th April. The Viceroy has telegraphed to Colonel Younghusband and all the members of the Mission escort his congratulations on their having reached Gyantse in the face of difficulties unexampled in warfare. The message caused much satisfaction, for indeed the force came through great tribulation, and it would be impossible to exaggerate the hardships and misery to which the men were exposed in camping, marching, and fighting in intense cold at excessive altitudes. Of the 500 composing the Tuna-garrison, 26 died in three months, as the result of the unavoidable exposure of large convoys of sick and frost-bitten men sent down every month to India, and those that have reached Gyantse represent the survival of the fittest. Unfortunately the troubles of the force have not ended with its arrival here at the Gyantse plain, for the basin of the four valleys is a kind of vortex in which whirlwinds form. Hurricanes, loaded with heavy dust, tear through the camp every day. To-day the towers and gateways of the fort were blown up, and the building was then vacated. The General and Staff are returning to Chumbi, leaving the Mission with a strong escort in the village, which has been fortified. Local rumour credits the Lhasa *lamas* with attempting to raise a fresh army in the Kham province. Four Tibetan officials, who had left Lhasa to interview Colonel Younghusband, are said to have halted on the way on hearing the news of the recent fighting. None of the officials hold rank high enough to enable them to negotiate.

THE TSAR'S CHAGRIN.

But the greatest chagrin to the Russian mind is the failure of their much-vaunted fleet. Our informant stated that the Tsar had sent several stinging messages to the officers of the fleet. "You have disgraced my fleet," the Emperor said in one message. "You have made my navy the laughing-stock of Europe. You

are a disgrace to Russia and to your uniform; you make us weep with vexation." The Russian naval officers are not enjoying themselves at Port Arthur.—*Straits Times*.

THE YONGAMPO FIRE.

It will be seen on reference to our telegram column that the Russian Timber Company's buildings at Yongampo have been destroyed by fire. From recent correspondence we learned that the Foreign Timber Company, a little which conceals the identity of the Russo-Chinese Banking Corporation, had banded the banks of the Yalu for some twelve hundred yards. At one end of the band there were two imposing-looking buildings, the one used as a warehouse for the various effects of the company, the other being devoted to the general needs of the community. Near at hand is the Russian post-office, the mails from which were carried every second day by steam launch to Ta-tung-kao, at which point they were transferred to one of the steamers running between the Yalu and Chefoo. The main street of the settlement which runs parallel with the bank, boasts the possessions of several nearly-completed brick houses, while behind, just a little in the rear, there is the native bazaar, where the Korean and Chinese employees of the Timber Company can satisfy their frugal needs. At present the port wears an unfinished appearance, but the rough exterior of a few months ago is quickly being finished off. Wooden houses are replacing the canvas tents, the better-class Europeans residing for the nonce in detached dwelling until their brick bungalows are ready for occupation. For the rest, a street of huts, closely placed and uncomfortable, offers the only accommodation. The stream at the point is nearly one mile in breadth, an expanse of mud-flats composing the foreshore, where at all times rafts and loose timber find a temporary anchorage. No wood comes from the immediate vicinity, the logs being felled hundreds of miles up country. The concession at Yongampo is simply the depot for the timber from the inland forests. Saw-mills and workshops were erected and the place presents a busy appearance.

There are still a number of shops and restaurants open, and the proprietors are reaping a fortune. Whenever a bombardment takes place the inhabitants stay indoors. The houses that are exposed to fire are tenanted. Owing to the incessant Japanese attacks the place is in a state of torment. Fires are frequent. The splinters from shells are as common as stones in the streets.

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THE TIBET MISSION.

(Rangoon Times Service.)

Chalu (Tibet), 20th April. The Viceroy has telegraphed to Colonel Younghusband and all the members of the Mission escort his congratulations on their having reached Gyantse in the face of difficulties unexampled in warfare. The message caused much satisfaction, for indeed the force came through great tribulation, and it would be impossible to exaggerate the hardships and misery to which the men were exposed in camping, marching, and fighting in intense cold at excessive altitudes. Of the 500 composing the Tuna-garrison, 26 died in three months, as the result of the unavoidable exposure of large convoys of sick and frost-bitten men sent down every month to India, and those that have reached Gyantse represent the survival of the fittest. Unfortunately the troubles of the force have not ended with its arrival here at the Gyantse plain, for the basin of the four valleys is a kind of vortex in which whirlwinds form. Hurricanes, loaded with heavy dust, tear through the camp every day. To-day the towers and gateways of the fort were blown up, and the building was then vacated. The General and Staff are returning to Chumbi, leaving the Mission with a strong escort in the village, which has been fortified. Local rumour credits the Lhasa *lamas* with attempting to raise a fresh army in the Kham province. Four Tibetan officials, who had left Lhasa to interview Colonel Younghusband, are said to have halted on the way on hearing the news of the recent fighting. None of the officials hold rank high enough to enable them to negotiate.

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It is reported that the Empress Dowager has personally instructed the officers of three corps of the Imperial bodyguard to send their men to the Military Academy for instruction in modern military tactics and warfare, so as to enable them to qualify for commissions in the army. The Empress Dowager further expressed the hope that no return could be made to the antiquated methods of stone hoisting and shooting with bows and arrows.

A few days ago Mr. Shosuke Kodama, member of the Japanese House of Peers, presented Mr. Shimose, the inventor of the "Shimose powder," with two valuable works of art, in appreciation of the efficiency of his invention, of which more than ample proof had been given in the recent naval engagements.

ENGLISHMAN ESCAPES TO SINGAPORE. Since the war began there has been no lack of information regarding the social conditions prevailing in Japan. The war correspondents have been strictly forbidden, it is true, to expatiate on military matters, with the result that to earn their salt they have overloaded us with descriptions of Yokohama and Tokyo, the people, customs and manners of Japan *ad infinitum*. But how do matters stand in Port Arthur? The silence of the grave hangs over the inner affairs of that citadel. Occasionally a glimpse has been afforded in a stray telegram of the prevailing conditions there, but it has not been at all satisfactory. On Saturday, an Englishman, speaking with a strong American accent, and bearing the evidences of hardship and privation, arrived at Singapore from Port Arthur. He was connected with an Anglo-Russian firm whose headquarters are, or at any rate were, in Port Arthur and as he may return some fine day to that salubrious spot "when the Japs cease from troubling and the Russians are at rest" he desires to remain *inco*. But he gives some vivid accounts of his experiences "up north."

When the war started, he said, the English and American members of his firm thought they at least were safe from molestation, being connected with a firm which was half-Russian. But after the first attack on Port Arthur, the Russians ran madly around looking for spies. They found spies in every shadow of the sun; nobody was safe from the accusation; a Chinaman with a slack queue found himself kneeling in front of an executioner half an hour after discovery. Even the man in the moon grew affrighted, and hid his face behind the hill.

THE "OLDENBURG'S" BREAKDOWN.

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It is reported that the Empress Dowager has personally

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.

AND

CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"CALCHAS"	On 15th May.
GLASGOW and LIVERPOOL	"DARDANUS"	On 21st May.
GLASGOW and LIVERPOOL	"YANGTZE"	On 28th May.
GLASGOW and LIVERPOOL	"DIOMED"	On 3rd June.

HOMEWARDS.

FOR	STEAMERS	TO
*GENOA, MARSEILLES & L'POOL	"ACHILLES"	On 15th May.
LONDON & ANTWERP	"ALCINOUS"	On 24th May.
LONDON & ANTWERP	"DEUCALION"	On 7th June.
*GENOA, MARSEILLES & L'POOL	"TEENKAI"	On 20th June.
LONDON & ANTWERP	"AGAMEMNON"	On 21st June.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via	"CALCHAS"	On 17th May.
NAGASAKI, KOBE and YOKOHAMA.		
S.S. "AGAMEMNON" left Victoria, B.C., on 22nd April, for Japan and Hongkong.		
S.S. "NINGCHOW" will leave Victoria, B.C., for Japan and Hongkong on 15th May.		

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th May, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO
SHANGHAI, YOKOHAMA and KOBE	"FOOCHOW"	12th May.
SHANGHAI, YOKOHAMA and KOBE	"CHANGSHA"	13th "
NINGPO and SHANGHAI	"WANGPO"	13th "
MANILA	"SINGAN"	14th "
CEBU and ILOILO	"SUNOKIANG"	17th "
SWATOW, CHEFOO and TIENTSIN	"WUCHANG"	17th "
THURSDAY ISLAND, COCKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	2nd June.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th May, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 14th May, at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 21st May, at 10 A.M.
PERLA	1980	A. H. Notley	"	"

F - Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 7th May, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE and YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"ARAGONIA"	5,198	Schuldt	June 14th, 1904.
"NUMANTIA"	4,370	"	July 14th,
"NICOMEDIA"	4,370	Wagner	August 14th,
"ARABIA"	4,483	Bable	September 14th,

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M., on Excursion Sundays, at 8.30 A.M., from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE:—(Week Days) 1st Class (including cabin and servant), \$5; Return Ticket, \$5; and Class \$1; 2nd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 5th January, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING."

Capt. Wm. Robinson, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class.....\$3.00 for Single Journey.
2nd ".....1.50 "
Meals.....1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.,
No. 316, Wing Lok Street.
WENDT & CO.,
Canton Agents.
Hongkong, 16th April, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Daily qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st February, 1904. [104]

MESSAGERIES CANTONNAISES.

J. TREVoux & CO.

HONGKONG-CANTON NIGHTLY SERVICE.
THE Commodious Steamer

"PAUL BEAU."

Captain Frangeul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN," Captain Noel, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers are lighted with Electricity.

The Saloon is under European Supervision.

First Class European.....\$8.00
Second Class European.....3.00
First Class Chinese.....1.50
Second Class Chinese.....80

Deck

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to
J. LANDOLT, Agent,
THE PHARMACY, Queen's Road Central.
Hongkong, 23rd March, 1904. [222]

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW".....1,309.....J. P. MARTIN.

"KWONG TUNG".....1,238.....H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey.....\$4
Meals.....(Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 17th February, 1904. [118]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
via

MOJI, KOBE and YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
-----------	-------	-----------	----------

Shawmut.....9,606 W. M. Smith.....May 21

Tremont.....9,606 T. W. Garlick.....June 28

Lyra.....4,417 G. V. Williams.....Aug. 4

Shawmut.....9,606 W. M. Smith.....Sept. 4

Tremont.....9,606 T. W. Garlick.....Oct. 1

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

Tremont.....9,606 T. W. Garlick.....June 8

Shawmut.....9,606 W. M. Smith.....

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shawmut and Tremont have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 7th May, 1904. [12]

NAVIGAZIONE GENERALE ITALIANA,
(Florio and Rubattino United Companies).

STEAM FOR
BOMBAY via SINGAPORE AND
PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO
VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"ISCHIA,"

Captain Maganzini, will be despatched as above on THURSDAY, the 13th instant, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 6th May, 1904. [190]

Shipping—Steamers.

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR
SHANGHAI, NAGASAKI, HIOGO AND
YOKOHAMA.

THE Imperial German Mail Steamship
"SACHSEN."

Captain R. Pesch, due here with the outward German Mail about WEDNESDAY, 5 P.M., will leave for the above places about 12½ hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 7th May, 1904. [1]

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
via PORTS AND SUEZ CANAL.

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"SHIMOSA".....10th May.

"SATSUMA".....3rd June.

"RICHMOND CASTLE".....15th "

"ST. FILLANS".....30th "

"LOWTHER CASTLE".....31st July.

For Freight and further information, apply to
DODWELL & Co., LIMITED,
Agents.

Hongkong, 7th May, 1904.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"LOONGSANG."

Captain G. S. Weirall, will be despatched as above, on THURSDAY, the 12th inst., at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 9th May, 1904. [600]

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship
"PUNDUA."

Captain C. Willis, will be despatched as above, on MONDAY, the 16th inst., at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 9th May, 1904. [601]

CHINA COMMERCIAL STEAMSHIP
COMPANY, LIMITED.

司公限有船輪華中

FOR MOJI AND SALINA CRUZ
(MEXICO).

THE Steamship
"LOTHIAN"

will be despatched for the above Ports, on SATURDAY, the 21st instant, at 4 P.M.

For Freight, apply to the Company's Offices, No. 20, Des Vaux Road.

J. S. VAN BUREN,
Superintendent.

Hongkong, 9th May, 1904. [484]

AMERICAN ASIATIC STEAM-
SHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

THE Steamship
"RAS. ISSA"

will be despatched for the above Port, on THURSDAY, the 26th May.

For Freight, apply to
SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 25th April, 1904. [556]

"Sanitas"

Purifying Agent

Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid

is a powerful and non-toxic, and for general or personal use is thoroughly effective. It completely disinfects the house in which it is used, and administered internally prevents Cholera, Typhoid Fever, Dysentery, etc.

"Sanitas" Disinfecting Powder

is the best air purifier known, and a strong antiseptic and deodorant than carbolic acid. Besides being pleasant and refreshing.

"Sanitas" Eucalyptus Soap

is specially recommended by the medical faculty for use in hot climates, because of its fine disinfecting qualities and its fragrance.

Klingzoff's Fumigating Candles

supply the safest and most convenient means of fumigating. For the disinfection of infected places, bedding, clothing, etc., they are both efficacious and economical. Destroy all insects.

THE "SANITAS" CO., LTD.
LONDON, E.

HONGKONG AVERAGE MARKET
PRICES.

Corrected 26th April, 100 cts. per \$ Max.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa 18

" Corned—Ham Ngau Yuk 18

" Roast—Shiu 18

" Breast—Ngau Lam 14

" Soup, Tong Yuk 14

" Steak—Ngau Yuk Pa 18

" Serjoin—Ngau Lau 26

" Sausages—Ngau Yuk Chung 16

Bullock's Brains—, Know, per set 8

" Tongue fresh—Ngau Li, each 45

" Corned—Ham Ngau Li, 45

" Head—Ngau Tau 55

" Heart—Ngau Sum 9

" Hump, Salt—Ngau Kin 13

" Feet—Ngau Kerk, each 8

" Kidneys—Ngau Yiu 16

" Tail—Ngau Mei 16

" Liver—Ngau Con 9

" Triple (undressed)—Ngau To 5

Calves' Head and Feet—Ngau-chai-tau-keok, set 45

Mutton Chop—Yeung Pai Kw 24

" Leg—Yeung Pei 24

" Shoulder—Yeung Shau 22

Pigs' Chitlings—Chi cheong 7

" Brains—Chi Know, per set 12

" Feet—Chi Kerk 12

" Fry—Chi Chak 12

" Head—Chi Tau 13

" Heart—Chi Sum, each 9

" Kidneys—Chi Yiu, pair 18

" Liver—Chi Kon 20

Pork, Chop—Chi Pai Kwat 20

" Corned—Ham Chu Yuk 18

" Leg—Chu Pei 22

" Fat or Lard—Chu Yau 18

Sheeps' Head and Feet—Yeung Tau 55

" Keok 55

" Heart—Yeung Sum, each 6

" Kidneys—Yeung Yiu 9

" Liver—Yeung Con 20

Sucking Pigs, To Order—Chu Chai 16

Suet, Beef—Sang Ngau Yau 17

" Mutton—Sang Yeung Yau 20

" Veal—Ngau Chai Yuk 18

" Sausages—Ngau Chai Yuk Tong, 15

POULTRY.

Chicken—Kai Chai 30

Capons, Large, Small—Sin Kai 32

Ducks—Ap 23

Doves—Pan Kau 23

Eggs, Hen—Kai Tan, per doz. 24

Fowls, Canton—Kai Kai 24

" Hainan—Hoi Nam Kai 30

Geese—Ngoi 22

Geese, Wild Shanghai—Sheung Hoi Ye 22

Ngo 22

Musk Deer—Wong Keng, each 22

Hare—Tu Chai, 22

Partridge—Che Khoo, 22

Shipping.

Arrivals.

Oldenburg, Ger. s.s., 3,167, R. Troitzsch, 9th May.—Hamburg 3rd Mar., and Singapore 4th May, Mails and Gen.—M. & Co.

Rubi, Br. s.s., 1,611, R. W. Almond, 9th May.—Manila 7th May, Gen.—S. T. & Co.

Antenor, Br. s.s., 3,563, R. W. Williams, 9th May.—Shanghai 7th May, Gen.—B. & S.

Good Hope, Br. s.s., 2,575, J. Harding, 9th May.—Barry 2nd Mar., Coal.—G. L. & Co.

Suisang, Br. s.s., 1,776, J. Young, 10th May.—Calcutta via Penang and Singapore 23rd April, Gen.—J. M. & Co.

Jacob Diederichsen, Ger. s.s., 623, B. Ohlsen, 10th May.—Haiphong via Hoihow 7th May, Gen.—J. & Co.

Phoning, Br. s.s., 1,072, H. Wavell, 10th May.—Chinking 5th May, Rice.—B. & S.

Alacrit, Br. dispatch-vessel, 1,700, Brock, 10th May.—from Practice.

Lycemoon, Ger. s.s., 1,338, Th. Lehmann, 10th May.—Canton 10th May, Gen.—S. & Co.

Glenarney, Br. s.s., 4,026, J. S. Stevenson, R.N.R., 10th May.—Mojil 5th May, Coal.—M. B. K.

Loongsang, Br. s.s., 1,092, G. S. Weigall, 10th May.—Manila 7th May, Gen.—J. M. & Co.

Clearances at the Harbour Office.

San Cheong, for Canton.

Hongkong, for West River.

Paoing, for Wuhu.

Linlin, for West River.

Hoi Ho, for Canton.

Departures.

May 10

Shawmut, for Manila.

Hatching, for Swatow.

Alcudia, for Nagasaki.

Namsang, for Singapore.

Oldenburg, for Shanghai, &c.

Hoihow, for Haiphong.

Rein, for Yokohama.

Rila, for Bangkok.

Ele, for Canton.

Passengers arrived.

Per *Suisang*, from Calcutta, &c.—Mrs. P. Anderson, Dr. Brown, Messrs. Watson, Anderson, Tan Bian Siang and servant, Dei Hang Yan, 5th May, 559 Chinese, 30 Indians, and 2 Japanese.

Per *Oldenburg*, for Hongkong from Singapore—Messrs. Assessor E. Wolf, W. Stewart, Dr. Bernades, Mrs. S. S. M. Vag, and Miss K. Williamson. In transit—Mrs. W. W. Richardson and child, Messrs. Johnston, L. Feinstein and child, A. Rehberg, and Mr. and Mrs. Silbermann.

Per *Loongsang*, from Manila—Mrs. Canoeor and 2 children, Mr. and Mrs. J. Dandestr, Messrs. F. E. Hemenway, R. F. Fowdel, A. Roberts, R. E. Thomas, R. M. Adamson, D. Denniston, J. N. Neill, M. Hackleberry, F. B. Buckley, H. L. Hall, and Clark A. E. Miller.

Per *Rubi*, from Manila, Mrs. C. V. de Cachos, Misses C. de and F. de Cachos, Mrs. C. A. Stull, Mr. and Mrs. Goolina, Mrs. R. P. Gleason, Mr. and Mrs. Russell Trace, Mr. and Mrs. I. Putnam, Mrs. L. W. Sharpe, Mr. and Mrs. Hodgson and child, Dr. and Mrs. Wilkins, Mrs. Minnie Harold and 2 children, Miss W. Sercombe, Hon. C. S. Arellano, Major Kermany, U.S.A., Hon. H. C. Bates, Col. Russell, Capt. T. E. Green, Dr. W. H. Buchner, U.S.N., Messrs. Elmore, W. T. Heiner, Emil Schmidt, H. W. Ayres, C. H. Burdick, I. M. de Cachos, M. P. Delgado, Fred. O'Brien, E. B. Sandford, H. Belden, J. J. Tremblay, Walter E. Morris, J. M. Switzer, C. Alkan, John Kennan, J. V. Kunik, W. F. Hervey, W. A. Bandall, Juan Patco and child, J. Casola, J. E. Blanco, A. B. Moulder, T. C. Randall, R. T. Saffin, and John G. Blay.

Passengers departed.

Per *Oldenburg*, for Shanghai—Messrs. G. Meyer, A. Gese, E. Schmidt, Erwin Wolf, Zilbermann and family, Mrs. Remedios and children. For Nagasaki—Messrs. Yoda and Oya.

Per *Yuenang*, for Manila—Mr. and Mrs. C. O. Wood, Messrs. E. J. Gibbons, D. P. Davies, Rev. Fr. Genus Martin, Messrs. W. H. Simpson, Geo. H. Amiga, Ah Fong, Cheng Tong, Li Ying Fu, Lu Cheong, Vy Tiocho, Ignacio Vysico, My Queng Co, Ignacio Pataco Golinco, Jr. (2), Lam Cheong, Yam Yap, Woo Cheong Kee, Fok Morinaga, Wong Hoi and Go Chiao.

Shipping Report.

Str. *Antenor* from Shanghai—Fresh NE breeze, cloudy, fair weather.

Str. *Good Hope* from Barry—Fair as far as Port Natal, but rough from there to port.

Str. *Oldenburg* from Hamburg—In the Red Sea we broke our shaft, but could proceed with slow speed and arrived Aden on the 29th March, after repairing the damage, left there on the 19th ult., arrived Colombo on the 27th, Penang on the 2nd inst., Singapore on the 4th, Hongkong on the 5th in the North Sea, Channel, Atlantic and in the Mediterranean sea had good weather, changeable winds and moderate seas, in the Red Sea and Indian ocean we met fine weather and smooth sea, in the China sea we found changeable winds, heavy showers of rain with thunder and lightning, moderate sea, and high Nly swell.

Str. *Rubi* from Manila—Light variable winds, with NE swell to Lat. 18° N., hence fresh NE wind and rough sea into port.

Str. *Suisang* from Calcutta—Light variable winds and sea from Singapore to Lat. 10° N., thence to Lat. 20° N. moderate variable winds, with heavy N and NE swell, and strong NE wind and rough sea to port.

Vessels in Port.

Andree Rickmers, Ger. s.s., 1,020, H. Köhn, 5th May.—Bangkok 28th April, Rice and Meal.—M. & Co.

Anghia, Ger. s.s., 1,970, G. Schultzen, 3rd May.—Bangkok via Koh-si-chang 26th April, Rice and Gen.—B. & S.

Breid, Nor. s.s., 645, I. Talkman, 5th May.—Hilo 1st May, Sugar.—Hang Fat.

Copie, Br. s.s., 2,744, F. H. Armstrong, R.N.R., 5th May.—San Francisco 2nd April, Honolulu 9th, Yokohama 12nd, Kobe 24th, Nagasaki 26th, and Manila 3rd May, Mails and Gen.—O. & S. Co.

Empress of Japan, Br. s.s., 3,039, Henry Pybus, R.N.R., 4th May.—Vancouver via Ports 15th April, and Shanghai 2nd May, Flour and Beer.—C. P. R. Co.

Gerd, Nor. s.s., 739, N. C. Halvorsen, 5th May.—Cardiff 18th Mar., Coal.—Order.

Hongkong, Fr. s.s., 722, A. Suzon, 9th May.—Haiphong and Hoihow 8th May, Gen.—A. R. M.

Hue, Fr. s.s., 705, Godinan, 8th May.—Haiphong 4th May, Gen.—A. R. M.

Ischia, Ital. s.s., 2,784, M. Dante, 5th May.—Singapore 27th April, Gen.—C. & Co.

Isle de Negros, Am. s.s., 200, Lantilgen, 7th April.—Manila 3rd April, Ballast.—B. & Co.

Loosok, Ger. s.s., 1,016, F. Leuss, 6th May.—Bangkok 27th April, Rice and Wood.—M. & Co.

Mathilda, Nor. s.s., 2,230, H. Taarvig, 4th May.—Mojil 28th April, Coals and Cement.—M. B. K.

Nanyang, Ger. s.s., 1,060, E. Hass, 9th May.—Canton 8th May, Gen.—Chinese.

Narge, Nor. s.s., 1,024, Boé, 1st May.—Barry 1st Mar., and Singapore 23rd April, Coal.—Order.

Ocampo, Br. s.s., 1,311, G. G. Graham, 7th May.—Liverpool and Singapore 30th April, Gen.—D. & Co. Ltd.

Oscar II, Nor. s.s., 2,304, Lersbriggen, 8th May.—Kutchinotzu 2nd May, Coal.—M. B. K.

Petchaburi, Ger. s.s., 1,373, G. Hillmann, 8th May.—Bangkok and Swatow 7th May, Rice.—M. & Co.

Quang Nam, Fr. s.s., 710, J. Vidal, 8th May.—Hilo 2nd May, Sugar.—B. & Co.

Seward, Am. transport, 1,250, Crookes, 26th April.—Manila 16th April.

Shansi, Br. s.s., 1,228, J. G. Carnaghan, 9th May.—Chinking 4th May, Gen.—B. & S.

Shimosa, Br. s.s., 2,659, Chaptin, 9th May.—Shanghai 6th May, Gen.—D. & Co. Ltd.

Simoon, Br. s.s., 3,737, R. E. Collins, 24th April.—Barry Docks 12th Mar., Coal.—D. & Co. Ltd.

Swanley, Br. s.s., 1,927, J. Dawson, 3rd May.—Kutchinotzu 28th April, Bunker Coal.—G. L. & Co.

Tartar, Br. s.s., 4,425, F. W. Evans, 29th April.—Vancouver via Japan 31st Mar., Gen.—C. P. R. Co.

Triumph, Ger. s.s., 679, A. Hansen, 7th May.—Fochow via Amoy and Swatow 6th May, Gen.—O. S. K.

Ulysses, Br. s.s., 2,281, L. M. Bevan, 9th May.—Singapore 3rd May, Gen.—B. & S.

Teddale, Br. s.s., Milne, 16th April.—Mojil 10th April, Ballast.—G. L. & Co.

Sailing Vessels.

Alcoa Bay, Br. bq., 1,111, Title, 4th Mar.—Hongay 15th Feb., Coal.—B. & S.

Marla Le, Ital. bq., 1,118, D. Urso, 9th April.—Freemantle 7th Feb., Sandalwood.—Order.

Steamers Expected.

Changsha P. Darwin May 11

Sachsen Singapore May 11

Lothian Japan May 12

Korea Japan May 13

Eastern P. Darwin May 15

Australian Singapore May 16

Emp. of China Vancouver May 23

Hongkong & Whampoa Dock Returns.

H.I.G.M.S. Moewe... at Kowloon Dock.

U.S.S. Monterey..... " " "

Apenrade..... " " "

Adamastor..... " " "

Heungshan..... " " "

Tangien..... " " "

Hinsang..... " " "

Rubi..... Aberdeen "

Ships Passed The Canal.

Outward—9th April—*Plantiers, Titania, Verona, Savonia*, 13th April—*Schuykill, Sarda*, 16th April—*Calhat, Indramayo, Teankai, Courtfield, Silverlip*, 20th April—*Vindobona, Elaine, Heimdal*, 23rd April—*Australien, Nurnberg, Unison*, 26th April—*Konigsberg, Border Knight, Bamberg*, 27th April—*Ceylon, Filnikhira*, 29th April—*Java, Candia, Armand Behic, Rhipens*, 3rd May—*Ambria, Prinsesse Marie, St. Klara, Taurus, Zieten*, 6th May—*Helene Rickmers, Glenfarg, Tuckwo*.

Homeward—9th April—*Roon*, 13th April—*Sootra*, 3rd May—*Albenga, Pak Ling*, 6th May—*Diomed*.

Arrivals at Home—9th April—*Palermo*, 13th April—*C. Fed, Laisa, Keemun*, 16th April—*Radnorshire*, 20th April—*Oanfa, Mo-yune*, 23rd April—*Gisela, Sydney*, 26th April—*Macduff*, 29th April—*Sagami, Glaucois*, 3rd May—*Glendoon, Heius, Roanoke, Ajax*, 6th May—*Preussen*.

Post Office.

A Mail will close for:

Canton—Per *Hankow*, 11th May, 7.30 A.M.

Swatow, Amoy and Fochow—Per *Triumph*, 11th May, 9 A.M.

Quang-chow-wan, Hoihow, Pakhoi and Haiphong—Per *Hue*, 11th May, 9 A.M.

Singapore, Penang and Bombay—Per *Ischia*, 11th May, 10 A.M.

Chefoo—Per *Nanyang*, 11th May, 10 A.M.

Bangkok—Per *A. Rickmers*, 11th May, 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of Japan*, 11th May, 11 A.M.

Shanghai—Per *Lycemoon*, 11th May, 2 P.M.

Swatow and Bangkok—Per *Petchaburi*, 11th May, 3 P.M.

Saigon—Per *Breid*, 11th May, 3 P.M.

Namtoo—Per *Taichun*, 11th May, 5 P.M.

Sanbu—Per *Hoi Fu*, 11th May, 5 P.M.

Macao—Per *Wingchai*, 11th May, 5 P.M.

Canton—Per *Powan*, 11th May, 5 P.M.

Kongmoon, Kumchuk and Samshui—Per *Tak Hing*, 11th May, 5 P.M.

Canton—Per *Honam*, 12th May, 7.30 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Copie*, 12th May, 11 A.M.

Shanghai—Per *Fochow*, 12th May, 3 P.M.

Manila—Per *Loongsang*, 12th May, 3 P.M.

Yokohama and Kobe—Per *Theodor Wille*, 12th May, 4 P.M.

Canton—Per *Kinsan*, 12th May, 5 P.M.

Kongmoon, Kumchuk and Samshui—Per *Linlin*, 12th May, 5 P.M.

Mojil—Per *Glenarney*, 12th May, 5 P.M.

Canton—Per *Hankow*, 13th May, 7.30 A.M.

Yokohama and Kobe—Per *Changsha*, 13th May, 3 P.M.

Shanghai—Per *Whampoa*, 13th May, 3 P.M.

Canton—Per *Powan*, 13th May, 5 P.M.

Kongmoon, Kumchuk and Samshui—Per *Tak Hing*, 13th May, 5 P.M.

Canton—Per *Honam*, 14th May, 7.30 A.M.

Manila—Per *Rubi*, 14th May, 9 A.M.

Ningpo and Shanghai—Per *Singan*, 14th May, 3 P.M.

Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Empire*, 14th May, 5 P.M.

Canton—Per *Kinsan*, 15th May, 9 A.M.

Kongmoon, Kumchuk and Samshui—Per *Linlin*, 15th May, 9 A.M.

Kongmoon, Kumchuk and Samshui—Per *Tak Hing*, 16th May, 9 A.M.

Amoy, Straits and Rangoon—Per *Pundna*, 16th May, 11 A.M.

Singapore, Penang and Calcutta—Per *Suisang*, 17th May, 2 P.M.

Manila—Per *Sungshiang*, 17th May, 3 P.M.

Cebu and Hilo—Per *Wuchang*, 17th May, 3 P.M.

Swatow, Chefoo and Tientsin—Per *Kansu*, 18th May, 3 P.M.

Manila—Per *Zafiro*, 21st May, 9 A.M.

Europe, S. India, via Tientsin—Per *Chusan*, 21st May, 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Jertona and Vancouver, B.C.—Per *Tartar*, 21st May, 11 A.M.

Europe, S. India, via Tientsin—Per *Bayern*, 25th May, 11 A.M.

Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Changsha*, 2nd June, 3 P.M.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory.

On the 10th at 11.55 a.m. The barometer has again fallen generally but most rapidly in Mid-China.

The depression, noted yesterday, has moved in an ESE direction, and is now South of Shanghai.

The greatest pressure is now over the Pacific, eastward of the Loochoos and the least in the Southern Philippines.

Gradients are slight on the China Coast, and light variable winds will prevail in the Formosa Channel, and the northern part of the China Sea.

Forecast:—Light E. winds; cloudy, fair.

CHINA COAST METEOROLOGICAL REGISTER.

May 10th, 1904, a.m.

Bar. Th. Hu. Wind W.

Vladivostok 7 a.m. — — — —

Nemuro 6 a.m. — — — —

Hakodate — — — —

Kochi — — — —

Nagasaki — — — —

Kagoshima — — — —

Oshima — — — —

Ishigakijima — — — —

Taihou — — — —

Taichu — — — —

Tainan — — — —

Koshun — — — —

Pescadore — — — —

Whaiwei — — — —

Gutzlaff — — — —

Sharp Peak — — — —

Amoy — — — —

Swatow — — — —

Canton — — — —

Hongkong — — — —

Victoria Peak — — — —

Gap Rock — — — —

Macao — — — —

Haiphong — — — —

Manila — — — —

Hilo — — — —

Cebu — — — —

C. St. James — — — —

May 9 at 10 a.m. May 9 at 4 p.m.

Barometer 30.01 29.90

Temperature 72 73

Humidity 79 79

Rainfall 0.05

VISITORS AT THE HOTELS.

KING EDWARD.

Bauman, Mr. Kent, Capt. W.

Caulfield, F. St. G. Kofod, Capt. F.

Caulfield, Mrs. F. G. Muelte, Capt.

Chadbourne, Wm. M. Muelle, Ed. (Consul for Peru)

Charrington, E. Muller, U.S.A., Lt. Geo.

Chozalon, A. Muller, V. H.

C

Mails.

COMPAGNIE DES MESSAGERIES

MARITIMES

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 17th May, 1904,
at 1 P.M., the Company's Steamship
"POLYNESIE," Captain Le Gispellier,
with Mails, Passengers, Specie and Cargo,
will leave this Port for MARSEILLES, via
Port of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London
as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till NOON
only on MONDAY, the 16th May, Specie
and Parcels received until 4 P.M. on the same
day. No Cargo will be received on board on
TUESDAY.

Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.

For further Particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 5th May, 1904.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain W. B. Palmer, R.N.R., carrying H.M.
Mails, will be despatched from this Port
on SATURDAY, the 21st May,
at Noon, taking Passengers and Cargo for the
above Ports.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London,
other Cargo for London, &c., will be conveyed
via Bombay.

Parcels will be received at this Office until
4 P.M. the day before sailing. The Contents
and Value of all Packages are required.

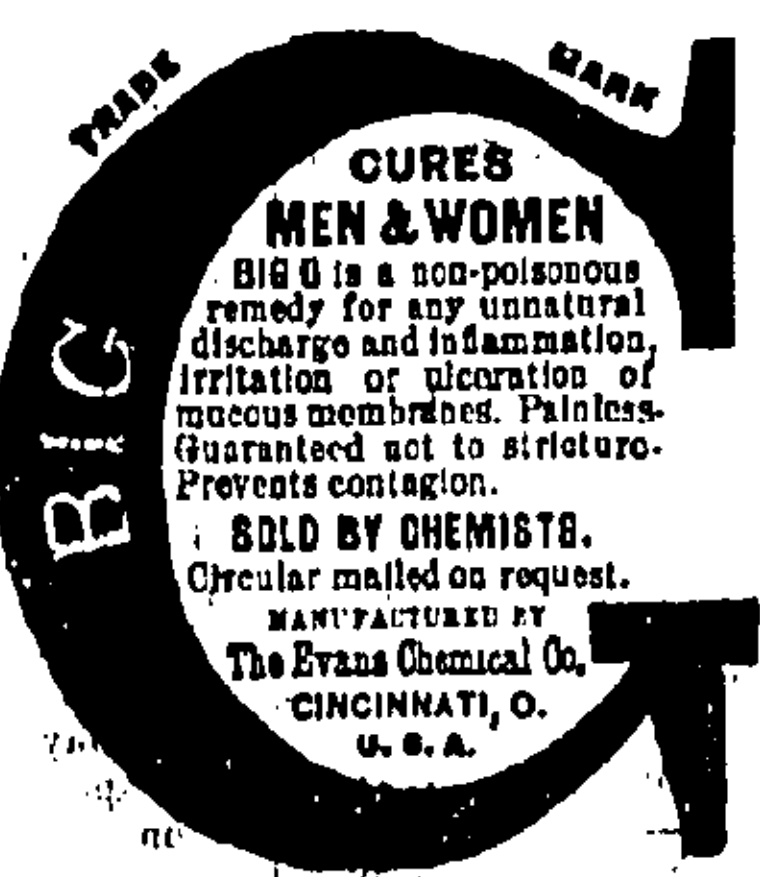
Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 7th May, 1904.



Consignees.

S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London
ex s.s. *Corduan*, and from Havre ex s.s.
Corduan, in connection with above Steamer,
are hereby informed that their Goods,
with the exception of Opium, Treasure and Val-
uables are being landed and stored at their
risks into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, at
Kowloon, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 2 P.M., TO-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining undelivered
after TUESDAY, the 10th instant, at Noon,
will be subject to rent and landing charges.

All claims must be sent in to me on or before
the 10th inst., or they will not be recognized.

All damaged packages will be examined on
TUESDAY, the 10th instant, at 11 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 3rd May, 1904.

Consignees.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT,"
FROM SEATTLE, TACOMA, VICTORIA,
YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Con-
signees of Cargo are hereby requested to send
in their Bills of Lading for Countersignature,
and to take immediate delivery of their Goods
from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

DODWELL & Co., LIMITED,
Agents.

Hongkong, 8th May, 1904.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE S.S. "OCAMPO,"
FROM ANTWERP AND LIVERPOOL.

CONSIGNEES of Cargo are hereby informed
that General Cargo is being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Ltd., at Kowloon, whence and/or from the
wharves delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 13th instant will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 15th
instant, or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 12th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.

Hongkong, 7th May, 1904.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

CARGO EX THE
STEAMSHIP "RICHMOND CASTLE,"
FROM NEW YORK.

HAVING ARRIVED PER "YUENSANG" FROM
MANILA,

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 11th instant will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
15th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 10th instant at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.

Hongkong, 5th May, 1904.

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"COPTIC,"

are hereby notified that their Goods are at
their risk being discharged into Lighters and/or
landed into our Godowns Nos. 1 and 2, at
Kennedy Town, (Marine Lot 243), and delivery
may be had either from Lighters or from our
Godowns upon countersignature of Bills of
Lading.

Goods remaining unclaimed after the 12th
instant will be subject to rent.

All Claims must be sent in to me on or
before the 18th instant or they will not be
recognized.

No Fire Insurance has been effected.

E. W. TILDEN,
Agent.

Hongkong, 5th May, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SIMLA,"

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. *India* and *Sunda*.
From Calcutta, ex S.S. *Sowah*.
From Persian Gulf, &c., ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
intimation is given to the contrary before
5 P.M., TO-DAY.

Goods not cleared by the 13th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 6th May, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	8,000	\$125	\$125	\$10,000,000 \$6,500,000 \$250,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/8/- = \$12.994 for half-year ending 31.12.1903	6 1/2 %	\$660 buyers (London £64.10/- \$38 buyers \$10
National Bank of China, Limited. Do. (Founders)	4,451 750	£10 £1	£8 £1	\$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903 None	5 1/2 %	
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$69,143 \$784,415 \$906,872 \$900,000 \$151,912 \$331,342 \$322,134	\$1,959,926	\$32 for 1902	6 %	\$540 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	Tls. 500,000 Tls. 31,850 \$700,000 \$37,794 \$1,309,700 \$50,000	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$59 buyers
North China Insurance Company, Limited	10,000	£15	£5		Tls. 271,589	Final of £1 making £2 for 1902		Tls. 63 1/2
Yangtze Insurance Association, Limited	8,000	\$100	\$60		\$186,284	\$12 for 1902	9 1/2 %	\$125 buyers
Canton Insurance Office, Limited	10,000	\$250	\$57		\$110,551	\$15 for 1902	7 1/2 %	\$200 buyers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$150	\$50	\$1,268,856 \$1,000,000 \$125,856 \$25,000	\$371,110	\$32 1/2 for 1902	7 1/2 %	\$295 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$0	\$1,268,856 \$1,000,000 \$125,856 \$25,000	\$319,017	\$6 dividend & \$1 bonus for 1902	8 1/2 %	\$83 sellers
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$25,000 \$63,000 \$63,000 \$149,409 \$249,000 \$80,000	\$41,538	\$1 1/2 for second half-year 1903	10 1/2 %	\$28 1/2
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$35,000 \$63,000 \$63,000 \$149,409 \$249,000 \$80,000	£5,380	10/- for 1902	5 1/2 %	\$105 sales
China and Manila Steamship Company, Limited	30,000	\$50	\$50	\$35,000 \$63,000 \$63,000 \$149,409 \$249,000 \$80,000	Dr. \$63,123	\$5 for 1900		\$21 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$35,000 \$63,000 \$63,000 \$149,409 \$249,000 \$80,000	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$36 sellers
"Star" Ferry Company, Limited	10,000 10,000	\$10 \$10	\$5 \$5	\$35,000 \$63,000 \$63,000 \$149,409 \$249,000 \$80,000	\$337	{ \$1.20 60 cts. } for year ending 30.4.03	3 1/2 % 2 1/2 %	\$32 buyers \$21 1/2 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$35,000 \$63,000 \$63,000 \$149,409 \$249,000 \$80,000	\$33,648	\$5 for 2nd 4-year making \$13 for 1903	9 1/2 %	\$135 ex div.
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$35,000 \$63,000 \$63,000 \$149,409 \$249,000 \$80,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	3 1/2 %	28/- sales
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000 Tls. 201,614	Tls. 865	Final of Tls. 1 making Tls. 2 for 1903	5 1/2 %	Tls. 35
Shanghai Tug and Lighter Company, Limited Do. (Preference)	200,000 100,000	Tls. 50 Tls. 50	Tls. 50 Tls. 50	none	Tls. 55,541	Final of { Tls. 2 1/2 making Tls. 4 1/2 Tls. 1 1/2 making Tls. 3 1/2 }	9 1/2 % 7 1/2 %	Tls. 48 sellers Tls. 47 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901		\$143 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897		\$10 sales Tls. 51 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	5 %	
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,632	Fcs. 85,706	Interim of Fcs. 30 for 1903		\$500
Raub Australian Gold Mining Company, Limited	150,000 50,000	£1 £1	18/10 £1	£4,873	Dr. £7,236	No. 12 of 1/-		\$6 sellers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-		Tls. 7
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$8,750	\$425,340	{ \$6 dividend and \$1 bonus for second half year 1903	6 1/2 %	\$213
S. C. Farnham, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 850,000	Tls. 43,124	Int. of Tls. 5 for half year ending 31.10.03	7 %	Tls. 145 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,150,000	\$43,732	\$6 for 2nd half year 1903	4 1/2 %	\$245 sales
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$4,936	{ \$10 div. and \$2 1/2 bonus \$7 dividend }	6 1/2 % 6 1/2 %	\$195 buyers \$110
Do. (Preference)	1,750	\$100	\$100	\$150,000	\$28,916	{ \$10 div. & \$2 1/2 bonus for 1903 \$7 dividend }	6 1/2 % 6 1/2 %	\$205 buyers \$101 buyers
Howarth Erskine, Limited	11,000	\$100	\$100	\$14,000 \$50,989 \$250,000	\$3,015	Final of \$2 1/2 making \$5 for 1903	5 %	
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	Tls. 487,210 Tls. 50,913 Tls. 6,000 \$55,500	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	7 1/2 %	Tls. 152 1/2 sales
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 50,913 Tls. 6,000 \$55,500	Tls. 1,760	Tls. 18 for 1903	9 1/2 %	Tls. 190 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 487,210 Tls. 50,913 Tls. 6,000 \$55,500	\$4,548	\$2 1/2 for 1902	7 1/2 %	\$371 sellers
New Amoy Dock Company, Limited	6,000	\$67	\$67					
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000 Tls. 800,000 Tls. 150,000 Tls. 17,144	\$51,966	Final of \$6 making \$12 for 1903	7 1/2 %	\$153 buyers
Shanghai Land Investment Company, Limited	51,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 150,000 Tls. 17,144	Tls. 37,634	{ Final of Tls. 3 & bonus of Tls. 2 making in all Tls. 8 for 1903 }	7 1/2 %	Tls. 108 sellers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Final of Tls. 5 making in all Tls. 9 for 1903	7 %	Tls. 130 sellers
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	Dr. \$636	Interim of Tls. 2		Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	Dr. \$636	\$2.60 for 1903	7 1/2 %	\$35
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None		Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Final of 1.70 making \$3.20 for 1903	6 %	\$54 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$10,771 \$20,000	\$3,161	\$5 for second half-year 1903	7 1/2 %	\$138 buyers
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 29,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 1/2 %	Tls. 146 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$22,500	\$16,301	\$2 1/2 for year ended 30.6.03	7 1/2 %	\$35
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 6,804	Tls. 1,496	Tls. 1 1/2 for the year ending 31.3.1903	10 %	Tls. 15
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none		First year		Tls. 25
Tientsin Hotel, Limited	600	\$20	\$20	none	\$1,989	\$5 for the year ending 28.2.1903	12 1/2 %	\$40
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 3,550	Interim of Tls. 3 1/2	7 %	Tls. 50
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,607 \$50,000	\$99,177	90 cents for 1903	8 1/2 %	\$11 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12 1/2 %	Tls. 31
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,000	Tls. 88,234	Interim of 3 % a/c 1898		Tls. 25 buyers
Liaou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	\$15,500	Interim of 4 % a/c 1898 on 6000 shares		Tls. 37 1/2 buyers
Soy Chee Cotton Spinning Company, Limited	3,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 1,389	\$4 for 1897		Tls. 170 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$0	\$10	none	\$7,121	{ Final of 60 cents making \$1 for the year ending 31.7.03 }	7 1/2 %	\$14 1/2 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000 \$43,000	Tls. 1,091	Final of Tls. 3 making Tls. 6	9 1/2 %	Tls. 6 1/2 sales
Alhambra, Limited	300	\$200	\$200		\$57	\$125 for year ending 30.6.1900		\$200
Philippine Company, Limited	67,500	\$10	\$10			First year		\$10
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	6 1/2 %	\$24 1/2 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	6 %	\$10 buyers
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$350,000 \$25,000	\$3,077	Interim of 50 cents for 1903	6 1/2 %	\$15
Watkins, Limited	10,000	\$0	\$10	\$3,802	\$1,042	\$1 for 1903	13 1/2 %	\$7 1/2 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903	7 %	\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	9 %	\$9 sales
Hongkong Electric Company, Limited	30,000	\$10	\$5	none	\$3,453	{ 90 cents } for year ending 30.4.1903 { 45 cents }	6 1/2 % 6 %	\$13 1/2 buyers \$7 1/2 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	Tls. 218.5 Tls. 100,000 Tls. 108,172	£7,387	\$1 div. and 2/- bonus for 1902		\$150 buyers
Shanghai Gas Company, Limited	10,656	Tls. 50	Tls. 50	Tls. 100,000 Tls. 152,559 Tls. 108,172	Tls. 7,548	{ Final of Tls. 3 1/2 and bonus of Tls. 1 1/2 making Tls. 5 1/4 for 1903 }	7 1/2 %	Tls. 115 sellers
Shanghai Waterworks Company, Limited	7,000	£20	£20	Tls. 140,000	Tls. 7,369	Final of 37/6 making 52/6 for 1903	7 %	Tls. 400 sellers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 152,559	Tls. 667	Final of Tls. 4 making Tls. 16 for 1903	12 1/2 %	Tls. 140 sales
Tientsin Native City Waterworks Company, Ltd.	2,641	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year		Tls. 130 sellers
Hall & Holt, Limited	21,600	\$100	\$100	\$186,000	\$13,104	Final of \$1 1/4 making \$3 1/2 for 1903	12 1/2 %	\$18 sales
Lane, Crawford & Co., Limited (Shanghai)	2,000	\$50	\$50	none	\$1,182	\$10 for second half year 1903	10 1/2 %	\$113 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$25	\$25	\$10,000	\$8,395	\$10 for 1903	7 %	\$140
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$38,000	\$5,517	\$2 1/2 for 1903	7 1/2 %	\$68 sellers
Hongkong Ice Company, Limited	5,000	\$100	\$100	\$24,000	\$5,844	{ Final of \$2 1/2 making \$16 for 1903 \$1 for second half year 1903 }	7 1/2 % 9 1/2 %	\$110 buyers \$160 sales
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$30,000	\$4,783	\$1 1/2 for year ending 30.11.1903	9 %	\$300
Dairy Farm Company, Limited	10,000	\$7 1/2	\$6	\$20,000	\$3,009	\$1 1/2 for year ending 31.7.1903	9 %	\$138 buyers
Bell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$96	\$3 for 1903	8 %	\$7
Campbell Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£100	None		\$5 sellers
United Asbestos Oriental Agency, Limited Do. (Founders)	9,000 100	\$10 £10	\$4 £10	\$14,000	\$119	{ 50 cents } for year ended 31.5.1903 \$2.70	10 % (14 1/2 %)	\$54 buyers \$210 buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$1,548	Interim of 70 cents	9 %	\$15 buyers
China Light and Power Company, Limited	15,000	\$10	\$10	none	Dr. \$7,053	None		\$15 buyers
William Powell, Limited	15,000	\$10	\$10	none	\$4,557	Interim of 50 cents for 1903/4	10 %	\$10 buyers
Maatschappij tot Mij, Bosch en Landbouwerij plaatje in Langkat	25,000	Gs. 100	Gs. 100	Tls. 334,669	Tls. 27,187	First quarterly dividend of Tls. 10	10 %	Tls. 392 1/2 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 100	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 1 for 1903	7 %	Tls. 71 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	none	Tls. 3,288	Final of Tls. 10 making Tls. 10 for 1903	9 %	Tls. 115 buyers
Central Stores, Limited Do. (Founders)	4,000 125	\$15 £15	\$12 £12	\$20,000	\$1,253	Final of \$1.20 making \$2.70 for 1903	13 1/2 %	\$20
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Tls. 3,505	Tls. 4 for 1902	12 1/2 %	Tls. 40 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 4,042	{ Tls. 4 for 1902 \$10 for 1902 }	9 1/2 % 7 1/2 %	Tls. 61 sales \$135 buyers
Kats Brothers, Limited	10,000	\$100	\$100	\$16,000		\$1 div. and 25 cents bonus for half year ended 30.10.1903	8 %	\$13 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000	\$83,403	\$5 div. and \$1 bonus for 1903	8 %	\$2 1/2
Fraser and Neave, Limited	4,500	\$10	\$10	\$12,500	\$2,706	\$2 for year ended 31.10.1903	8 %	\$27
Malayan Company, Limited	5,400	\$10	\$10	none		First year		\$50
Shanghai Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50			First year		\$2 1/2
South China Morning Post, Limited	6,000	\$25	\$25					\$2 1/2